### Chapter 3

## Movement Networks

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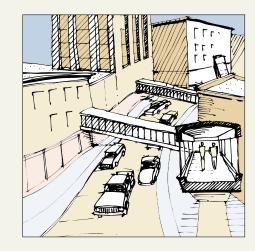
#### 3.1 From quantity to quality.

The Saint Paul downtown transportation system needs updating, in contrast to restructuring or rebuilding. This update involves a transition away from an earlier objective of providing the maximum possible quantity of vehicular capacity to an emphasis on overall quality of travel, by all modes, within downtown.

The existing transportation system in downtown Saint Paul largely addresses a previous era. Vehicular speed and capacity were paramount. The freeway was the ideal of downtown transportation. The then-current belief was that freeways would give downtown the access it needed to be the central place in the region. The corollary – that freeways would simply explode the region and rob downtown of its uniqueness – was not foreseen in Saint Paul, or anywhere else.

Downtown streets became more single-purpose: the movement of as many vehicles as possible, at the highest affordable level of service. Evidence of this

The Framework intends to remedy the current situation that emphasizes streets as places for cars and skyways as places for people resulting in streets that lack a sense of vibrancy and safety.



#### A New Paradigm

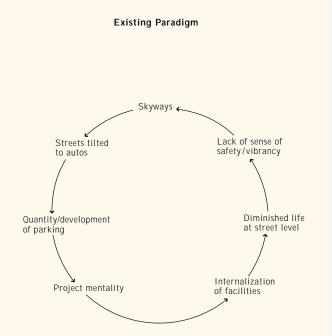
Saint Paul is enmeshed in a problematic paradigm with a number of connected elements:

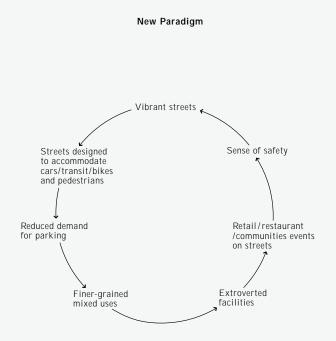
- · skyways,
- streets tilted to autos,
- · quantity/deployment of parking,
- · project mentality,
- internalization of facilities,
- · diminished life at street level,
- · lack of sense of safety/vibrancy,
- · skyways.

To alter the way things work, the city must unravel this paradigm and break its links. While the entire existing structure cannot be reworked, changes at the margin can be made that will multiply over time and assist in creating complete new neighborhoods. Such an effort requires a comprehensive, coordinated and internally consistent set of initiatives, not isolated strategies.

single-mindedness exists in one-way streets, auxiliary (turning) lanes on downtown streets, and removal of on-street parking.

This was the result of a two-edged thrust. The traffic demands consumed more of the street. At the same time the disappearance of pedestrians from the street removed one of the major constituencies on how the street should be used. Providing a weather-protected pedestrian environment was seen as the way to compete with suburbs, and this led to development of the skyway system.





#### Transportation needs to address the concept of what we now want downtown to be:

#### Residential

Transportation needs to be geared to a resident population. Downtown streets are currently sterilized for vehicles, and this condition needs to be reversed to appeal to other users. One-way streets are a constant reminder that pedestrians are not the preferred user of the street. The skyway system is not open during most of the hours that residents are home. Virtually no business of interest to residents is on the skyway system. Major amenities, such as the riverfront, Hamm Plaza and bluffs, while in close proximity to residents, are not easily reached by walking. Some cannot be reasonably reached at all.

#### Entertainment

There is agreement that a significant part of the future vitality of downtown is in entertainment. There is real strength in the existing downtown venues such as the Ordway and Fitzgerald Theaters. The energy expended on relocating the Science Museum within the downtown indicates a good deal of resolve to focus entertainment in the urban core. By extending the walking reach of the individual islands of entertainment and linking other complementing uses (dining, specialty shopping, riverfront visits) to the primary entertainment destinations within downtown, the duration of stay in the downtown area can be increased.

#### **Employment and retail**

Downtown will continue to have a significant employment base and is likely to retain retail uses that primarily serve daytime employees. (Of course, as the number of people living downtown increases, there also will be increased demand for commercial uses that serve residents' needs.) In order to keep downtown attractive to daytime employees, the public realm of streets, parks and plazas must be safe, active and well-kept. This will require improvements that mostly serve pedestrians, such as wider sidewalks, successful at-grade links between destinations and occasional use of the street for non-vehicular purposes (such as art fairs).

#### Alternative modes of travel

Walking, bicycling and transit loom large in the new vision of downtown. These are now seen as major modes of travel, with planning and funding equal to that devoted to automobile travel.

The over-reliance on travel by private automobile creates extraordinary demand for additional travel lanes and parking in the downtown on lands that could otherwise be used for other uses.

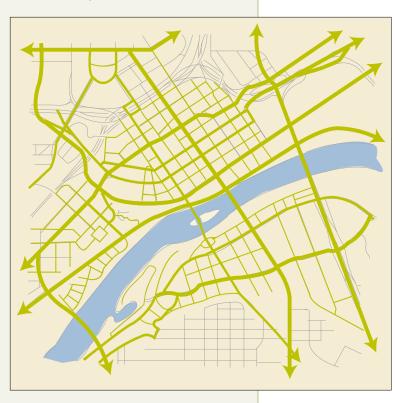




### 3.2 Movement goals and objectives.

A number of goals and objectives are identified to facilitate the shift to a more balanced movement network.

Re-balance the functions of the street to recognize traffic function, pedestrian classification and landscape design.



#### Street Classification

Arterial street (existing)

Collector street

Local street (existing)

Local street (new)



#### Re-balance the functions of the street.

Re-deploy the considerable street resources that are largely devoted to free-flow traffic in downtown. Maintain a good level of traffic service, while greatly enhancing walking, bicycling and greening of the streets.

#### Objective:

Clearly establish a street hierarchy for all street users that includes, but goes beyond, the traditional traffic functional classification. The Framework recognizes that there are at least three important dimensions that define street types in downtown Saint Paul: traffic function (the type of vehicular flow carried by the street), pedestrian classification (the walking environment and use of the street for non-motorized uses) and landscape design.

The traffic functional classification categorizes all streets according to a hierarchy of traffic movement qualities. This hierarchy, long a standard vocabulary of traffic engineers, consists of three categories:

Arterial streets are intended primarily for longer-distance mobility; for example, between regions of the city, or between downtown and outlying areas. Many trips on arterial streets have neither origin nor destination in downtown Saint Paul, but are simply passing through. Arterial streets provide some direct access to fronting properties, but their most important function is mobility.

Collector streets have both a mobility and access function. The mobility role is to collect/distribute longer-distance traffic from/to the arterial streets. Some short-distance trips are completed on collector streets alone, without needing to reach an arterial street. The access function for collector streets is to provide a substantial number of access points (driveways, parking lot entrances) for fronting properties.

The primary traffic function of the local street is to provide access to properties fronting the street. Motorists do not intend to drive for long distances on local streets. Rather, in the course of longer trips, they use local streets for short distances (one-half mile or so) to reach the collector and arterial street systems.

The Framework recognizes the growing diversity of functions for downtown streets, and classifies first those streets for which there is already a strong direction. Streets not yet ready to be classified will acquire a more clear direction as downtown development progresses according to the Framework.

#### Objective:

Redesign and reconstruct the downtown street system to optimize the following criteria:

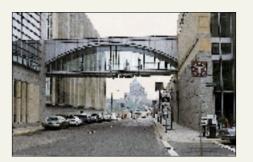
- · greater friendliness to pedestrians and non-motorized traffic,
- street-related retail,
- · substantially calmed traffic,
- improved access: convenience of approach and a healthy volume of vehicular traffic,
- · maximized on-street parking, and
- · attractive, convenient transit.

#### Objective:

In the redesign of the downtown streetscape, provide the following design elements on each street in a way that best meets the above criteria:

- On-street parking. On-street parking provides convenience to downtown users and frames the street, offering protection to pedestrians on the sidewalk.
- Number of lanes and lane widths. Narrower streets are more pedestrian-friendly. The number of lanes needed depends on the volume of traffic the street must or is desired to carry.
- **Sidewalk width.** Wider sidewalks are friendlier to pedestrians and encourage seating, sidewalk cafes, artwork, performance, plantings, etc.
- Traffic direction. In general, two-way traffic will be the first preference. Two-way traffic is typically more conducive to pedestrian activity because there is greater parity between the speed of cars and pedestrians. Traffic tends to move more slowly on two-way streets due to the greater complexity and variety of vehicular movements.

When streets are designed solely with the traffic function in mind, there is little invitation for pedestrians to use grade level.



With appropriate attention to building, landscape and street cross-section design, streets can play a multiplicity of roles, creating a vibrant and inviting public realm.



The street cross-section design can make it clear that both pedestrians and vehicles are welcome.



Existing pedestrian friendly environments should be extended.



Two-way streets also support at-grade retail activity, especially where on-street parking is provided. One-way streets are often disorienting, particularly for visitors. Navigating through a two-way system is intuitive, enhancing access to destinations. Brief vehicular stops and passenger drop-offs are facilitated on the "slow" side of the street (i.e. curb lanes). Outdoor cafes are more attractive on two-way streets adjacent to slower moving cars.

• **Bike lanes**. Bicycle lanes make travel by bicycle more comfortable and safe. Downtown streets should be striped and marked for bicycles in accordance with Saint Paul's Transportation Policy Plan.

The design treatment for each street should reflect its desired role in the hierarchy. For example, Wabasha will become the city's main street with emphasis on retail. The adjoining streets, including St. Peter Street, are intended to perform a similar function and create connections to the Rice Park area. Immediate consideration should be given to converting Wabasha and St. Peter Streets to two-way traffic. Minnesota and Cedar Streets should be designed favoring transit. Fifth and 6th Streets serve both purposes, being major transit links and also retail-oriented connectors between Rice Park and Lowertown.

Objective:

In rebuilding Shepard Road, continue with the design directions already established for the road adjacent to downtown; namely, as an arterial street of boulevard design with more intersections between Randolph Avenue and the Upper Landing, and between the Upper and Lower Landings as a riverfront parkway with off-peak parking permitted. Continuous pedestrian and bicycle paths will be included along the entire right-of-way.

Objective:

Design new streets for the Upper Landing to advance the new downtown vision. New streets in the Upper Landing should embody the principles of the Framework, specifically: development of an appealing, continuous public space along the riverfront, streets for residents and visitors rather than for through traffic, local streets that can be shared by vehicles and non-motorized traffic, and configurations that create a focus for the new urban village.

Objective:

Incorporate the Science Museum in the downtown street system in a manner consistent with the new vision for downtown. This connection should convey the urban theme of downtown, accommodate downtown traffic features such as passenger drop-off and valet parking, reinforce Chestnut Street as an important approach to downtown, invite walking beyond the immediate Museum grounds, create usable parcels of land in the vicinity of the Museum, and reinforce the existing street grid in the vicinity.



#### Extend and link precincts by connecting the urban villages now in downtown.

Connect the major sources and destinations of pedestrian travel in downtown. Connect downtown's pedestrian precincts to urban villages adjacent to downtown. Make walking to the river possible and much more enjoyable, and greatly extend the range of appealing walking experiences for pedestrians once at the river.

Objective:

Enlarge the pedestrian precincts around the existing urban villages, already the nuclei of pedestrianism. For daytime users of the villages (workers, visitors, shoppers) this expansion of pedestrian precincts serves to increase the attractiveness of the visit, and extend duration of stay and expenditure of time and money in downtown. For residents, lengthening the pedestrian range is an important part of building the vibrancy that will be downtown's key competitive advantage.

Extending the pedestrian precincts is accomplished through incremental, organic changes, principally through addition of new public spaces, upgrading of streets from mere traffic conduits to pedestrian routes, connecting to nearby destinations, providing seasonal weather protection for walkers and generally fostering a park-once pattern of downtown visitation.

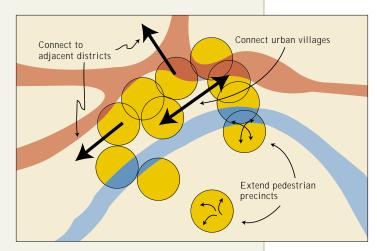
Pedestrian friendly environments exist at the ends of the skyway network and are beginning to emerge along the river.

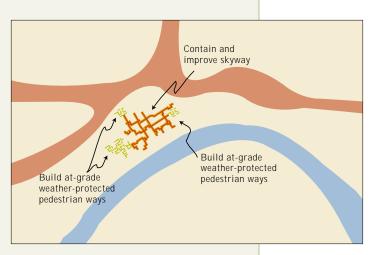


Objective:

Objective:

Opportunities to improve pedestrian networks.





Joining existing and proposed urban villages with appealing pedestrian routes will balance vehicular and pedestrian use, and join a potentially large number of trip origins and destinations. The primary means of connection is through the evolution of the connecting street into an address or signature street, de-emphasizing the previous traffic-only use, and emphasizing the pedestrian environment.

Establish a street hierarchy for pedestrian use (see Chapter 4: Public Realm). The pedestrian use of the street is distinct and separate from its vehicular traffic function. Three categories of street types are proposed to define their use by pedestrians:

Destination streets are the address for numerous and important pedestrian destinations: shopping, work, residences, services, entertainment, and so forth. Physically, the destination street is typically bordered by a vibrant and continuously engaging street front: building facades, parks, monuments, arcades, plazas and so forth. Destination public streets are typically the premier public spaces of the city, either by themselves or in combination with bordering sites (squares, structures). They contain the highest pedestrian volumes in the city. In addition to pedestrians en-route, destination streets are host to "stopped" pedestrians, in sidewalk cafes, park seating, transit stops and the like.

The important design directions for the destination pedestrian street are further focus of pedestrian activity, reinforcement as the city's premier public space, improved value as a business address, extended hours of activity, siting of programming (festivals, displays, events) street furniture, streetscape and landscaping.

A connector street is a primary route for pedestrians. Physically, the connector street is a continuously pleasant walking environment, with occasional points of interest along the way.

Users of pedestrian connector streets are typically walking for a sustained trip of more than two blocks, frequently for daily-recurring purposes such as parking-to-work, or office-to-lunch. Users of connector streets do not regard such streets as destinations, but rather as the most direct means of getting from Point A to Point B.

The important design directions for the pedestrian connector street are integrating linear street elements (sidewalks, street trees), adding to pedestrian comfort and safety at intersections, controlling vehicle domination (for example, driveways, visible parking), and building a coherent design theme for extended segments of street.

Background streets are neither destinations nor primary routes of travel for pedestrians. The design objective for pedestrian travel on background streets is to provide a safe, pleasant and comfortable walking route, with the understanding that use of the route by pedestrians will be light.

Alleys that do not fall into any of the above categories may be optionally provided in newly-developed areas consistent with the existing urban pattern. The provision of alleys as a means of providing off-street access to parking and improving the pedestrian quality of the street frontage should be explored when planning for redevelopment of the Upper Landing and West Side.

Existing alleys in historic downtown neighborhoods may be developed as pedestrian routes, but only in those areas where sidewalks are already heavily traveled by pedestrians.

Objective:

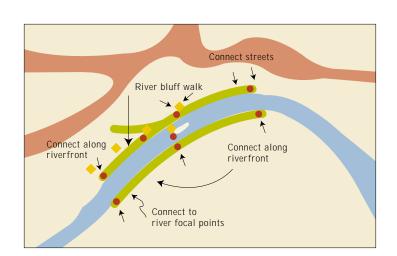
Provide more pedestrian access between the river flats and bluff elevations by increasing the number of pedestrian routes (stairs, ramps, escalators, elevators, etc.) on both sides of the river. These connections are essential elements in providing more walking access to the river. They are also essential for connecting new urban villages (for example, Upper Landing) to existing urban villages.

Objective:

Connect pedestrians to the river by opening new points of river access. Raise the recreational and aesthetic value of existing river access points. Join the points with walking routes linearly along the river. Connect the points inland to the rest of the walking system, incorporating new riverbank/bluff routes where necessary.

The wide constituency served by these measures includes the downtown daytime population increasing its activity in downtown, recreational visitors extending their time

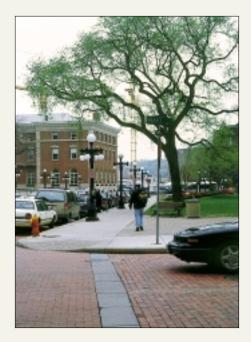
of visitation, and downtown residents and regional residents attracted to the river as a recreational destination.



Key routes between the downtown and the river, such as 2nd Street, should be made more inviting for walking and bicycling.



Landscape and streetscape features can greatly enhance the pedestrian environment.





#### Supplement the skyway system with alternate weather-protected routes.

Our goal is to have vibrant streets filled with people. We recognize that skyways take pedestrians from the street at certain times of the day and, especially, at certain times of the year. Downtown Saint Paul, however, will struggle to succeed with its walking traffic divided between two competing systems: an at-grade (sidewalks) network and an elevated (skyways) network. Outside walking traffic is often a scarce commodity in downtown, even where efforts are made to focus and concentrate it.

Downtown's unique strengths – its setting, architecture, public spaces, wide range of retailing styles, diversity of parcel ownership, longer hours of operations, mom and pop ventures, low-rent operations and incubating start-ups – are ignored or, worse, negated by a concept of travel that removes users from the street experience. Downtown's future lies in the open, extroverted, lively and spontaneous experience of the genuinely public street. Successful examples exist in Rice Park and along Grand Avenue and West 7th Street.

The contrast with skyways can be stark. Private resources, otherwise available for extroverted features such as storefronts, displays, streetscapes and arcades, are instead turned inward toward introverted pursuits such as parking connections, bridges and internal security. With much of the usual constituency for multi-purpose streets focused elsewhere, street use gravitates toward the single purpose of moving vehicles as rapidly as possible. Public safety seems to decline as de-populated streets leave few "eyes on the street."

The cost-effectiveness of skyways as a public investment is questionable and merits much closer scrutiny. The argument for large subsides (in the form of skyways) to induce more downtown office employment appears to be a self-defeating spiral in which the feature (i.e., the skyway) used to attract workers isolates them from street-level commerce and activity. This large subsidy to downtown travel needs to be put into perspective, through comparison with other downtown investments, such as inducements to new retail establishments and new residential population, street revitalization, and so forth.

The goal must be to bring users to street level: the open world of the commercial urban environment where the elements exist that make the downtown a unique experience. Since companies approach the urban setting from different backgrounds and experiences, the City must first work with prospective downtown businesses to demonstrate the advantages of not being "bound" by a skyway connection. Second, downtown stakeholders must greatly improve the street-level experience. Third, attractive, user-friendly, street-level enclosed and temperature-controlled walkways, which blend in and/or complement the surroundings, must be developed. Finally, existing buildings must be re-engineered to bring foot traffic to the street. This will be accomplished by using escalator lobbies, atriums, stairways, elevators and the like.

In summary, a transition from the current, divided system must begin. The best way to discourage skyways is by providing compelling alternatives. Buildings must be re-engineered/designed to simplify easy street entrances and exits. The street-level experience in downtown Saint Paul should be enhanced to draw pedestrian traffic outside. Where feasible, street-level enclosed walkways must be encouraged through subsidies that would otherwise fund the extension of the skyway system.

The goal of focusing pedestrian travel on the streets is accomplished through a number of objectives.

Objective:

Encourage new development to support the street level as the main pedestrian level; discourage new skyway construction.

Objective:

Develop alternative approaches to providing weather protection and security. These alternative measures include free-standing weather protection structures (canopy, pergola, etc.) located on sidewalks, temporary seasonal structures, building features (arcades, galleries, passageways) that provide ground-level weather-protected walking routes, wind baffles, radiant heaters, heated/dried sidewalks, raised heated crosswalks, and so forth.

When extensions to the weather-protected network are planned, successes like Rice Park and Mears Park can be extended by providing compelling alternatives to skyways.



At-grade pedestrian arcades, which are built along the front of buildings and can be opened in summer months, are an excellent alternative to skyways.



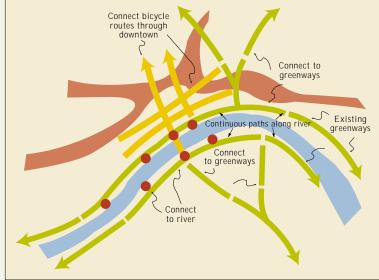
Bicycle initiatives.

#### Objective:

Work toward a reduction in skyway distance. Over the longer run, as the city gains success with alternative means of weather protection for pedestrians, phase out selected segments of the skyway network. Re-route pedestrians from the deleted segments of skyway to the improved sidewalk system.

#### Objective:

Improve the pedestrian environment on streets where skyways exist. Improve 5th, 6th and 7th Streets between Wabasha Street and Robert Street as described in other sections of this Framework. These measures will re-establish the on-street pedestrian environment for the sizable number of pedestrians not able or willing to use the skyway.



#### Objective:

Improve visibility and access between the skyway system and the street, especially for those of limited mobility. Make skyway access from the street more visible and inviting. Increase the number of access points from street level. Inside the skyway, provide more orientation, and better visibility of and more frequent connections to the surrounding street system.



#### Connect bicycle routes.

Bicycle travel needs to be more safe, comfortable and attractive. The intent is to encourage bicycling both as a form of transportation to achieve a more balanced movement network and as a form of recreation.

#### Objective:

Connect to regional greenway corridors using re-designed streets and short sections of offstreet bike path connectors. Provide links between the five regional greenway corridors and the downtown street system, making downtown a focal point for regional bicycle travel. Users of these connections will be daily commuters to downtown, recreational riders from throughout the region, and downtown residents traveling to outside destinations.

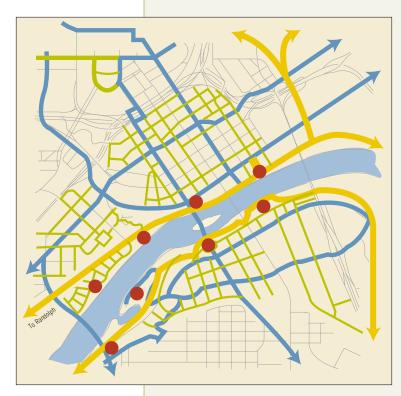
#### Objective:

Provide continuous bicycle routes through downtown by designating on-street bike lanes on selected links for the major directions of bicycle travel. Connect the five greenway corridors with these downtown bike routes. Primary users of these connections will be riders with destinations within downtown. Another important user group is the long-distance rider using downtown as a hub for connections between greenway routes.

#### Objective:

Connect bicycle routes to the river using calmed streets and short sections of new off-street bike paths. Provide connections from downtown bike routes to multiple riverbank locations. Using primarily new off-street bike paths, provide for continuous bike travel along both river banks through the downtown area. Key users are recreational bicyclists, primarily from region-wide origins outside downtown, but with significant demand also coming from downtown itself.

A network of on- and off-street bicycle paths should be created.



Bicycling is a form of both transportation and recreation.



#### **Exclusive facilities**

Off-street bike path, trail
On-street bike lane

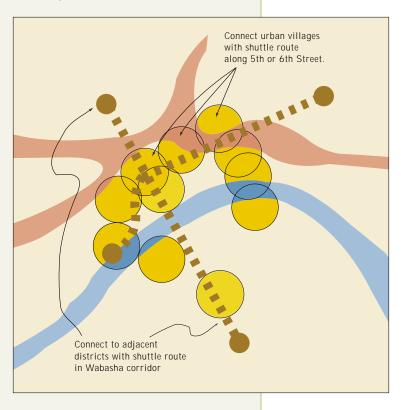
#### Shared facilities

Street shared by bikes and motorized traffic (existing)
Street shared by bikes and motorized traffic (new)

River access or viewpoints



Downtown transit service should support emerging urban villages.



#### Evolve transit services for the new downtown.

Make travel by public transit more attractive and comfortable for a greater percentage of the population to support the broader principle of a balanced network for movement. Provide transit service targeted at all-day travel within downtown, in contrast to the peak-hour region-to-downtown focus of present transit service. Incorporate simplicity, frequency and street-friendly transit vehicles into downtown service.

#### Objective:

Using small, street-friendly equipment, provide service on short routes serving the urban villages within downtown. Routes should be simple, direct (no loops) with frequent service, extended hours of operation and numerous stops. Primary users are downtown residents traveling to/from work or for daily shopping and personal service needs. Daily visitors (workers) and occasional visitors (shoppers, entertainment customers) extending their "park-once" range within downtown are other important groups of users of the urban village connector transit services.

Public transportation should be considered a viable alternative to the private automobile.





#### Plan and design parking in accordance with Framework principles.

Vehicle parking represents a major element of downtown infrastructure, both in terms of capital expenditure and impact on physical character. Parking principles are therefore as essential to the Framework as street design or land use principles.

These parking principles flow from the same outlook that has driven the street design and land use principles of the Framework. The overarching theme of these principles is that no piece of city infrastructure should be sited and designed for a single narrow purpose (storage of cars); rather, any investment in infrastructure should take the opportunity to build as much downtown urban fabric as possible.

The planning and design objective of new parking, therefore, transitions from the narrow supply-focused goal of:

"parking the most possible vehicles, with the greatest motorist convenience, at the lowest possible cost to the user"

to the broad goal of:

"furthering the broadest possible range of downtown objectives, leveraging as many other related initiatives as possible, priced however necessary to assure a quality environment."

#### Objective:

Emphasize public rather than private parking. Regardless of the ownership/management (public or private) of new parking capacity, locate it to serve a larger sector of downtown (urban village, district, etc.) rather than a single destination. Minimize any new parking (public or privately constructed) that serves a single destination with building-side parking featuring exclusive access to a single site.

In the design of new parking, stress the public, district-wide quality of the parking, through signing to vehicle entrance points, "invitation" and "welcoming" character of the parking design, extension of a superior walking environment for users of the parking facility, pedestrian access points, signs and logos, public information, contract (monthly) parking programs, pricing and retail validation measures.

#### Objective:

Meet parking needs through management as well as new capacity. Recognize, by means of policy and capital improvement work programs, that construction of new parking space is only one way to meet parking needs and to remedy parking deficiencies. Rather than



Where ramps are required, they should be designed to have vibrant uses on the ground floor (above and below) and attractive facades (above)..



immediately turning toward new construction, use the full range of parking management actions to extend the usefulness of existing parking capacity. Exhaust these possibilities before resorting to construction of new spaces. Place particular emphasis on management actions that simultaneously support numerous other Framework goals.

Typical of management actions are those already identified by the Saint Paul Housing and Redevelopment Authority:

- park and ride shuttle service, to better utilize fringe parking resources,
- · downtown commuter check program, to encourage higher vehicle occupancy,
- downtown voucher program, to encourage a wider range of parking "products,"
- park and ride facilities, to intercept vehicular traffic at some distance from downtown, and use of outlying parking facilities,
- shopper parking validation programs, and
- advanced directional signs for parking information.

#### Objective:

Observe, in the site and building design of new parking facilities, the principles called for by all other aspects of the Framework. Use the street frontage of parking structures for lively, pedestrian-oriented uses such as retail and personal services establishments. Channel pedestrian flows to and from parking facilities along street-level routes that maximize exposure to downtown retailing, entertainment and cultural attractions. Extend a superior walking environment from parking facilities to major destinations. Overcome the inherent challenges of downtown parking (its cost, interior deck location) with the inherent advantages of the downtown street environment (variety, spontaneity, excitement, interest). Work towards a parking arrival sequence of public deck/vibrant street/final destination rather than an encapsulated building side deck/final destination sequence.

#### Objective:

Develop a full spectrum of parking "products" in downtown, rather than concentrating exclusively on attempting to satisfy all parking needs with enclosed parking adjacent to final destination or along the skyway system. Other parking products involve lesser degrees of convenience, but typically lower cost and lower physical impact. Possible opportunities include joint use of parking at the Civic Center and other available parking venues, surface

parking on the West Side served by high-frequency shuttle service, and fringe parking at intercept locations at the core, combined with frequent shuttle transit service to and through downtown.

Objective:

Maximize the amount of on-street parking. Consider all of the downtown street network as a candidate for on-street parking. Sole exceptions will be some of the streets designated as arterial streets, but even in these instances on-street parking may be possible during periods of off-peak traffic. Systematically re-introduce parking to streets (as in the recent case of Wabasha Street) as part of precinct plans and expansions of urban villages.

On-street parking in downtown Saint Paul is essential for three reasons:

- (1) Supply of parking. The number of spaces yielded by on-street parking is significant, particularly given the density and completeness of the downtown Saint Paul street network. Further, the highly visible turnover of spaces used for curbside parking adds to a feeling of plentiful, convenient parking that far exceeds that actual number of spaces provided.
- (2) Retail-friendliness. On-street parking is a powerful symbol that the street is a retail district and is intended for something other than simply moving as much traffic as possible, as rapidly as possible. The presence of on-street parking is particularly suggestive of retailing, and "invites" motorists to stop and visit stores, restaurants and services providers.
- (3) Pedestrians. Vehicles parked at curbside furnish a strong buffer between moving lanes of traffic in the street and pedestrians on the sidewalks. Further, the sense of enclosure and the articulation of the view resulting from a line of parked cars help frame and enliven the sidewalk view to pedestrians, making it into a more inviting and appealing space for walking.

Goal 7:

#### Balance and maximize use of the river.

Actively promoting more transportation and recreational use of the river in the downtown area, while encouraging its restoration and naturalization, will increase the profile of the river, help connect it to the downtown and contribute to the overall sense of vitality.

A range of parking "products" should be provided. On-street parking has the additional benefit of providing a buffer between moving traffic and pedestrians.





There should be a balance between barging (below) and the growing demands for recreational use of the Mississippi (above).



Objective:

Serve a series of points on both river shores with water taxi service. Likely landings on the downtown side are at Upper Landing/Science Museum and the Lower Landing. On the West Side, likely landings include Harriet Island Park, the Marina and the South Wabasha Bridgehead. Raspberry Island is also a prime candidate for a water taxi landing.

Water taxis extend the walking range of pedestrians on both sides of the river, greatly enlarging the area that can be reached within 10-minutes. Water taxi service would be useful to bicyclists, permitting them to cross from one side of the river to the other at riverbank elevation, thereby avoiding the need to cross at the much higher elevations of the High Bridge or Wabasha Bridge.

For many users, water taxi service would be a purely recreational activity, extending a visit to downtown made primarily for another purpose (for example, Science Museum, Civic Center, etc.). Water taxi service, with its frequent arrivals and departures at landings, animates the waterfront, adding interest and appeal to the riverfront scene for both users and observers.

Objective:

Encourage river cruising. These are generally private ventures based from public docks, involving daily, short (1 - 3 hour) trips from the Marina, chartered special event cruises based from the Marina, and large riverboats based from other cities making occasional calls to Saint Paul, docking at Lower Landing.

Downtown has a strong interest in supporting the full range of river cruising activity. The activity brings local residents to downtown as a primary destination, creates its own excitement as people come to watch the boats, extends the duration of stay for visitors attracted to downtown primarily for other reasons, and brings out-of-region visitors to downtown.

The Framework can support river cruising mainly through the "landslide" of the activity: raising the entertainment value of Lower Landing, extending a vibrant walking precinct from the Lower Landing to the rest of downtown, providing good pedestrian connections to the Marina and Lower Landing, offering shuttle transit service that assures frequent service to Lower Landing when riverboats are calling, and water taxi service.

Objective:

Use the inherent interest and uniqueness of barge fleeting to add to the appeal of a down-town visit. Provide understanding and appreciation of this special activity, through displays, models, exhibits, information, etc., at several appropriate riverfront venues, both indoor and outdoor: the Minnesota Transportation Museum, the Science Museum, bridgeheads, Lower Landing and the river's edge walkway on the West Side. Arrange for hands-on involvement in the barging experience, such as floating exhibits and tours of working tugs.